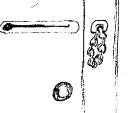
DPD-3318-59 15 May 1959

HIMORAHUM POR

: Deputy Olrector (Plans)

25X1A2g



1. On 13 May 1959, a meeting was held at project heedquarters to 25X1A2g discuss the progress of the progress. Each of the several 25X1C4c project offices, OSI, the Air Force, and the ware represented. The meeting was designed to discuss the work accomplished to date; to fix areas of administrative responsibility; and to determine the estimated cost and time schedule of the progress.

25X1C4c

on schedule due to the lack of availability of ecoponent parts. does not foresee any hope to most the delivery date of 13 May 1959.

2. The febrication of the electronic package has not progressed

25X1C4c

A closer approximation of the date of arrival of the electronic package 25X1A6a 🗫 📰 is 1 June 1959. This slippage will not be all lost time, however, since part of the time will be used for

25X1D0q

calibration and system suterms studies. A small amount of compensat 25X1C4c testing may be possible during this period. completion of flight test to occur in the third week in June. It must be noted, however, that this estimate is based on a philosophy that is

25X1C4c not shared by other members of the ELIER community. believes that the electronic package need only demonstrate the chility to detect and record the proper type of signal to be considered successful. The opposing opinion is that one to the new technical approach; the importance of the progress and the sensitivity of mission area; the system must prove beyond doubt the capability to measure the characteristics of a known radar set to the desired and required accuracy prior to operation against an unknown rater set. There is no way, at this time, to judge how long a flight test progress would be required to fulfill

25X1D0a

3. Although some problems of coordination and responsibility are not defined or aneigned, many areas of such program management and support were levied as follows:

a. DPD/DEV.BR.

.BR. Operall responsibility for program management and control until the system is sendy to deploy - education of the request for Program

25X1D0g

this preregulaite.

ADVENIE calibration - listson with Air Porce program management personnel.

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25X1C4c 25X1A5a1	ъ.	DPD/OPNS Concept for the	Provide Air Force with an Operational ne mission.
	c.		Upon receipt of the approved "Proposal te necessary contractual agreements with
257(1/1/04)	đ.	DPD/MAT of GFE items n	Arrange for acquisition and delivery necessary for support of the program.
	е.	DPD/COMMO items of equip	Assist DPD/MAT in obtaining specific oment.
	f.	DPD/PERS agreements for	Arrange necessary personnel contractual overseas assignments.
	&•	DPD/COVER establishing s aspects of the	Assist Air Force as required in suitable cover for the operational program.
	h.		Overall program security - courier sion take to the U.S.
	i.	OSI as required.	Assist in readout and analyzation
25X1A5a1	j.		Modify aircraft - install equipment
25X1C4c	k.		Develop, test, and employ electronic fillment of the mission assignment analyzation.
25X1A5a1 25X1C4c	1.		Support of as required.
25/1046	m.		Supply aircraft, crew, and mainten- t test program - assume control of the completion of the flight test
4. No firm estimate of the time and cost of the program can be made at this time. At the meeting submitted submitted as a submitted as			
25X1C4c the	C4c the portion of the monies through 30 June 1959. This estimate for wages, travel, equipment, etc. is approximately to the later costs to be incurred by the later costs of readout. No estimate can be made by the later costs of the aircraft modification costs until such work has progressed further.		
25X1A5a1 inc. 25X1A5a1 the			
25X1C4c			
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5. The time schedule for obtaining useful information has slipped. The estimate of time required to obtain data that can be applied directly to present or proposed programs is 1 November 1959. Even this estimate is based on the delivery date of 1 June 1959 to flight tests; deployment during the third week in June; and approximately three (3) to six (6) weeks of mission operation. If these latter three (3) phases slip three (3) to four (4) weeks total, no estimate can be made on time schedules due to the general lack of suitable flying conditions in the operational area subsequent to 1 September 1959.

25X1A9a

25X1A9a

Major, USAF DPD/DEV. Branch

25X1A9a DPD: DD/P: DDVi amcb

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